

Holders of Second Mortgage bonds of the Hudson River Railroad, who have not availed themselves of the

proposals of the 10th December last for extending the rails, are required to do so on or before the last day of December next. The Brooklyn Central Railroad Company have procured an injunction, restraining the City company from running cars upon the Furman street road, and also upon the Claxson avenue route. The grounds of the injunction are several—one of which is that the City company have violated their charter. The writ has not yet been served, and will not be if the present negotiations between the companies for the use of the Furman street road are successful. In money there is no change to notice. Call loans are easy at 5 1/2 per cent., and first-class paper at 6 1/2 per cent.

month last year.

The earnings of the St. Louis, Alton, and Chicago Railroad, from the 17th to the 24th, were as follows:

	Present week.	Total.	Week ending June 17th.
Passengers.....	\$1,044 56		\$8,275 75
Freight.....	37,165 55		36,525 00
Mail and express.....	853 38		573 00
Total.....	\$20,413 49		\$25,373 75
Corresponding period in 1854.....	22,369 13		70,145 18
Increase in 1860.....	\$6,456 03		

The annexed is the statement of the Burlington and Quincy Road for the six months ending Oct. 31, 1860.

	Earnings.	Expenses.	Net.
May.....	\$6,371 30	\$7,800 19	\$6,575 11
June.....	10,963 29	14,481 71	14,825 11
July.....	12,168 56	10,338 79	16,754 22
August.....	10,962 15	68,405 01	118,475 19

Total.....	\$34,937 75	\$412,456 58	\$242,186 71
Add balance of office			
Int. and Acc. No. 1.....			\$2,560 71
Total.....			\$44,493 42
From the above net sum should be deducted the following:			
Interest on bonds paid.....	\$112,154 81		
Transfer office expenses paid.....	100 00		
Transfer of bonds.....	8 15		
Payment to Sinking Fund.....	17,690 00		
Expenditures on permanent improve- ments.....	40,000 73		
Leaving.....	20,452 98		
Revt of depot at Chicago.....		\$197,937 71	
Leaving to the credit of income account for the six months, the sum of.....		\$396,393 69	
The net earnings from 1st to 15th November are esti- mated at.....		\$2,560 71	
Leaving on hand applicable to dividend.....		\$398,954 40	

It will be seen that the net returns for the six months ending October 31, 1934, are not so satisfactory and that the credit to income account, which stood on the date of our last annual report at \$76,258.56, will be increased nearly 5 per cent to \$80,000.00. The balance of income account for 1934 is \$1,000.00. This large balance of income account has been mainly used in paying on the floating debt, now extinguished, and in the Northern Ohio Railroad Companies, for which advances there is every reason to hope this company will receive in the near future. The credit to income account will be made by absolute payments, in more direct form.

The great depression of the business of the West has passed and there is no reason to doubt that the return to the present and

WE annex a comparative statement of the Exports (exclusive of specie) from New-York to Foreign Ports, for the week and since Jan. 1.

	1858.	1859.	1860.
For the week.....	1,292,000	1,380,000	1,360,000
Since Reported.....	21,742,000	22,757,000	22,757,000
Since Jan. 1.....	\$2,495,000	\$5,043,000	\$5,797,212

The increase of the week is over \$80,000, and the aggregate increase for the year nearly \$5,000,000. Among the exports were 257,773 bush. Wheat, 21,311 bbls. Flour, 73,257 bush. Corn to Liverpool; 101,693 bush. Wheat, 17,341 bbls. Flour to London; 23,229 bush. Wheat, 1,934 bbls. Flour 3,026 bush. Corn to

British; 4,260 bush. Flour to Glasgow; 7,090 bush.	
Wheat, 14,818 bush. Corn to Queenstown; 150 bush.	
Flour to Crk.	
The annexed table gives the proportion of specie to net deposits held by the banks of this city:	
Bank of New-York.....	24
Mutual Bank.....	24
Bank of Albany.....	24
Mechanics' Bank.....	24
Union Bank.....	29
Bank of Commerce.....	29
Plenix Bank.....	42
City Bank.....	24
Bank of Montreal.....	24
Fulton Bank.....	2
Chemical Bank.....	2
Bank of the City.....	2
National Bank.....	42
Butcher's and Drovers' Bank.....	42
Bank of the State.....	42
Greenwich Bank.....	42
People's Bank.....	24
Bank of North America.....	24
Bank of the City.....	24
Irving Bank.....	24
Mutual Bank.....	24
City Bank.....	24
Nassau Bank.....	24
Market Bank.....	24
Bank of the City.....	24
Shoe and Leather Bank.....	14
Corn Exchange Bank.....	24
Bank of the City.....	24
Bank of the Commonwealth.....	24
Bank of the City.....	24
Marine Bank.....	24
Atlantic Bank.....	24

Seventh Ward, N. Y. ....	21	Perkins Bank, N. Y. ....	23
Bank of State of New York, N. Y. ....	21	Peoples' Bk. Assoc'n, N. Y. ....	23
Bank of Albany, N. Y. ....	21	Putnam Bank, N. Y. ....	23
Bank of Commerce, N. Y. ....	21	River Bank, N. Y. ....	23
Broadway Bank, N. Y. ....	21	East River Bank, N. Y. ....	23
City Bank, N. Y. ....	21	Marshall and Merchants' Bk., N. Y. ....	23
City and County Bank, N. Y. ....	21	N. Y. Dutch and Bank, N. Y. ....	23
Mercantile Bank, N. Y. ....	25	N. Y. Exchange Bank, N. Y. ....	23
Pacific Bank, N. Y. ....	25	Bank of Albany, N. Y. ....	23
Bank of Albany, N. Y. ....	25	N. Y. County Bank, N. Y. ....	23
Charlton Bank, N. Y. ....	25		

"Spectator," the London correspondent of *The Commercial Advertiser*, confirms the statement we made some time since in regard to the Atlantic and Great Western Railroad. He says:

"American Securities continue buoyant, and the subscription for the \$100,000,000 bond of the Atlantic and Great Western line, just offered, is understood to have been completed."

A prominent member of Parliament writes to his correspondent here, as follows:

It is this corn we shall require here, apples in your market, and the quality is so inferior that good dry wheat for flour is scarce. The market here is very low, and we want 1-1 1/2 ct. 1-1 3/4, 000 quarters of wheat, 1000 bushels of flour and we shall need that and more the more you can give us. We are not in a hurry to get it, but that time will be a great demand for Indian Corn also.

The Illinois Central Railroad Company have been obliged to refuse at Cairo ten thousand bales cotton bound for the East, in consequence of the inability of the connecting roads to take it forward as fast as it arrives. There are 150,000 barrels of flour at Toronto to go over the Grand Trunk Road as soon as the cars can be had, and the proprietors of the Canadian Line of Steamers have engaged one half of the bulk of freight they can take each voyage this Winter from Portland.

The sales of last year by the Illinois Central Company go on with a great increase.

The *Chicago Tribune* of Saturday says:

"The depreciation in State stocks is causing some serious talk with regard to the State's financial position. The loss, most of which is secured by Missouri bonds, has been so great that it is not much occasion for alarm. The Auditor will, doubtless, have good cause to think that securities are made good whenever occasion requires."

The *Cincinnati Gazette* today thus reviveth the market:

"All the houses reported a full supply of money to day, there being an increase in some cases, as compared with yesterday. The market for bonds was very quiet, and the demand for gold and good ones was in demand at 10 per cent. The general feeling that prevails in the Treasury market is contrary for the

At a banquet given in Cincinnati to the Railroad Convention by the Adams Express Company, Mr. Evans, one of the English Directors of the Erie Road, made the following remarks:

"Mr. Evans said he desired to offer the toast, 'Success to American Railways.' He was pleased to meet among this board so many respected, practical managers of the railroads of the country. He was glad to see that the railroads of America since its arrival in this country of the manner in which the roads were managed, and believed the day was not far off when they would be as well managed as the roads of England. He thought they would be, and that with judicious management, proper economy they would be. He was not a pessimist. He spoke of the spirit of competition as being one great reason why so many roads had been built, and thought that that would soon end a check."

He referred to the difficulties and troubles that the railroads met with in England, and said that the railroads of America of England had been run through the same troubles. They were now out of darkness, and he had no doubt but that our roads would be as well managed as the roads of England.

The tribulations that the roads in England had gone through had resulted to their advantage. He spoke of the importance of promoting good feeling and harmony between the officers of the different roads, and thought that such social meetings as this did much to secure a better feeling. He must say that he was pleased with what he had seen of our railroads. There was much in the management of the roads of this country that might be copied and followed by the roads in England with advantage and profit, and then he spoke of the advantages that our roads might derive from the use of the same kind of engine, and one of them was the Railroad Clearing System.<sup>27</sup>

*The New-Orleans Picayune* of Wednesday last reports:

"There is some demand for January, February, and March papers, of which one or two lines were taken at 10¢ each, with advance on an order from A to C to 1). The market is rather bare of desirable line acceptances, so it is likely all ways the sale at this